Used car sales
Auction averages
May
$3,306
Month ago
$3,230
Year ago
$3,014

Sharp declines hit all segments of truck market

May sales are lowest since 1971

Continued from Page 8

last year, while the heavies were off fewer than 2,000 units.

There were 637,958 light trucks in inventory at the start of the month, down 30.5 percent from the year-ago 918,022. The mediums were off 39.8 percent, from 52,474 in 1979 to 31,614. The heavies totaled 58,584, off 3.1 percent from last year's 60,480 units.

Big Three dealers retailed only 158,796 new trucks during the month, a decline of 41.3 percent from last year's 270,522. The five-month count of 892,313 units was 36.2 percent below last year's 1,398,697.

Chevrolet dealers outsold Ford in May and regained the calendar-year lead lost in April.

During the month, 62,675 Chevrolet trucks were sold, down 39 percent from the year-ago 102,730. The total included 6,288 LUV compacts, compared with 8,392 a year ago.

The five-month count was 346,086, off 36.6 percent from last year's 545,640. Included were 41,742 LUV pickups, down from the record 49,183 sold the previous year.

Ford dealers retailed 60,943 units in May, a decline of 44.3 percent below last year's 109,442. Sales of the Courier compact were down, too, from 6,631 a year ago to 5,505.

• In the January-May period, 345,705 Ford trucks were retailed, 35.7 percent fewer than the year-ago 537,898. The count included 34,533 Courier pickups, compared with 36,984 in the same period in 1979.

Chrysler dealers retailed 20,419 units during the month and 116,072 over the five-month span. The totals were down 36.1 percent in each instance from the year-earlier 31,956 for the month and 181,693 for the calendar year.

Chrysler's May total included 3,257 Dodge D-50 and 1,407 Plymouth Arrow compacts, down from the previous year's 3,655 and 1,596. Five-month counts were up for both, however, the D-50 from 14,609 to 19,119 and the Arrow from 6,872 to 9,096.

In May, GMC dealers sold 14,759 trucks, off 44.1 percent from last year's 26,394. The five-month total of 84,450 was 36.7 percent below the 133,465 retailed in the same period in 1979.

Sales of four-wheel-drive Jeep vehicles were down 50.2 percent in May, from 10,388 in May to 5,174. The five-month count was 34,668, a decline of 47 percent from last year's 65,429 units.

Volkswagen of America dealers retailed 2,305 compact pickups during the month, bringing their calendar-year total to 10,586 units.

Importers of the non-captive compact pickups reported sharp declines in May sales, but increases for the five-month period.

Toyota dealers retailed 10,284 units during the month, off 31.7 percent from the year-earlier 15,064. The five-month total of 61,445 vehicles was 23.7 percent ahead of last year's 49,677.

May sales by Datsun dealers dropped from 14,543 a year ago to 9,638, a decline of 33.7 percent. In the January-May period, 50,669 units were retailed, an increase of 4.4 percent over the year-earlier 48,536.

Mazda sales for the month were down 39.4 percent, from 994 units a year ago to 602. The five-month total was 3,879, up 7.6 percent over the year-earlier 3,604.

Big Three May, year-to-date truck sales

	May		Year to date	
	1980	1979	1980	1979
Ford				
Vans	9,299	16,769	47,908	83,480
Club Wagon	2,055	3,702	11,481	19,852
Courier	5,505	6,631	34,533	36,984
Bronco	2,707	5,444	15,503	31,731
Conventional pickups	35,187	67,240	206,308	324,587
Mediums	4,998	7,218	23,215	31,206
Heavies	1,192	2,438	8,657	10,058
Chevrolet				
Vans	7,465	15,222	43,188	80,921
Sportvan	1,461	2,797	8,451	14,640
LUV	6,288	8,392	41,742	49,183
El Camino	3,125	4,258	18,388	20,777
Blazer	2,729	4,689	12,430	28,388
Suburban	1,329	4,048	9,989	20,269
Conventional pickups	38,297	59,563	197,175	311,637
Mediums	1,811	3,446	13,607	18,252
Heavies	170	315	1,116	1,574
Chrysler				
Vans	5,419	9,240	31,631	60,097
Voyager	547	887	3,117	4,318
Sportsman	2,221	3,203	9,795	14,097
Arrow	1,407	1,596	9,096	6,872
D-50	3,257	3,655	19,119	14,609
Trail Duster	200	325	1,877	2,797
Ramcharger	415	1,256	4,091	7,582
Conventional pickups	6,953	11,794	37,346	71,321
GMC				
Vans	1,886	3,943	10,886	19,766
Caballero	331	589	1,926	2,821
Jimmy	441	955	2,457	6,015
Suburban	369	779	1,958	3,711
Conventional pickups	8,368	14,388	44,482	74,936
P models	395	609	1,844	2,262
Mediums	1,553	3,003	11,875	13,534
Heavies	1,416	2,110	9,022	10,128
Motor homes	—	18	—	292

factories list auction dates

Continued from Page 54

Auction, 12000 St. Charles Rock Rd., Bridgeton, Mo.

June 23—Clanton's Auto Auction, 1027 Pearl St., Darlington, S. C.*; Arena Auto Auction, 10355 S. Woodlawn, Chicago; Capitol Auto Auction, 371 N. Beck St., Baton Rouge, La.*

June 24—Hatfield Recon Center, Rte. 309, Hatfield, Pa.; D-A Auto Auction, Waltz Mill Rd., New Stanton, Pa.; Lemay's Recon Center, Rte. 11A W., Laconia, N. H.; South Seattle Auto Auction, 19443 76th Ave. S., Kent, Wash.; Chrysler Leasing Corp., Used Vehicle Marshaling and Auction Center, 3500 W. MacArthur Blvd., Santa Ana, Calif.

June 25—St. Pete Auto Auction, 14950 Roosevelt Blvd., Clearwater, Fla.; Al Eide's Minneapolis Auto Auction, 1125 A Nathan Lane N., Minneapolis*; Meyer & Sons, 6464 Downing St., Denver.

June 26—Auto City, 440 McClellan Hwy., East Boston, Mass.; Barberton Recon Center, 5075 Wooster Rd W., Barberton, O.*; Big H Recon Center, 918 Asbury, Houston*.

June 27—Chrysler Corp. Detroit Marshaling Center, 6501 Lynch Rd., Detroit*.

June 30—Clanton's Auto Auction, 1027 Pearl St., Darlington, S. C.*; Arena Auto Auction, 10355 S. Woodlawn, Chicago.

*Due to potential localized inventory shortages, these auctions are scheduled on a tentative basis. Please contact these locations before traveling to them.

Chrysler sales are restricted to Chrysler Corp. dealers.

Ford Motor Co.

June 17—Arena Auto Auction, 10355 S. Woodlawn Ave., Chicago.

June 18—Lakeland Auto Auction, I-4 at Hwy. 33, Lakeland, Fla.; California Auto Dealers Exchange, 1320 Tustin Ave., Anaheim, Calif.

June 19—Big H Auto Auction, 701 N. Shepherd Dr., Houston; Skyline Auto Exchange, 100 Rte. 46, Fairfield, N. J.; 166 Auto Auction, 2944 W. Sunshine, Springfield, Mo.

June 24—Aptco Auto Auction, 20911 Gladwin, Taylor, Mich.

June 25—Dallas Auto Auction, 4226 E. Main, Dallas; Golden Gate Auto Auction, 6010 Stevenson Blvd., Fremont, Calif.; Metro Auto Auction of Kansas City, 101 W. Oldham Pkwy., Lee's Summit, Mo.; Northway Exchange, Rte. 146, Clifton Park, New York.

June 26—Columbus Fair Auto Auction, 4700 Groveport Rd., Obetz, O.

Month tops 218,000

Import registrations set 6th record in row

By Richard A. Wright
Assistant Managing Editor

For the sixth month in a row, registrations of new imported cars in the U. S. set a record in March, according to figures compiled by R. L. Polk & Co.

New import registrations in March totaled 218,012, up 7.73 percent from the previous high mark for the month of 202,373 a year earlier. In fact, it was the fourth highest total for any month. Highest any-month figure was 237,289, set in May, 1979.

Import penetration of U. S. registrations in March was 27.32 percent, up from 22.17 percent a year earlier and falling just shy of the any-month record of 27.82 percent in February of this year.

For the first quarter, total import registrations were 613,399, up 26.62 percent from 484,432 last year. Imports accounted for 27.31 percent of U. S. new-car imports in the first three months, up a full 7.37 percentage points from 19.94 percent last year.

• In March, the Japanese Big Two led the advance, as Toyota took 23.70 percent of the import market, up 5.73 percentage points from a year earlier, while Datsun grabbed 20.80 percent, up 3.16 points.

The only other nameplate in the top 10 to register a gain in market share was Colt, which took 2.85 percent of the market, up 0.37 of a point.

Biggest losers were Volkswagen and Honda. VW took 9.71 percent of the import market, down 4.20 points, and Honda took 13.01 percent, down 3.14 points.

Other market-share losers were Mazda, off 0.21 of a point to 5.32 percent; Subaru, down 0.47 of a point to 4.13 percent; Fiesta, off 0.13 of a point to 3.10 percent, and Volvo, down 0.23 of a point to 2.26 percent.

The top 10 imports accounted for 87.84 percent of March import registrations, compared with 86.24 percent a year earlier. In the first three months, the top 10 took 88.86 percent of the total, up from 85.54 percent last year.

• Japan continued to dominate the U. S. import scene in March, taking 73.85 percent of the total, compared with 68.44 percent a year earlier. The only other country of origin to gain was France, which moved ahead of the United Kingdom in U. S. import sales. In another switch, Italy supplanted Sweden in third place, behind Japan and West Germany.

Registrations of imported cars in March by country of origin, with year-earlier figures in parentheses, were: Japan, 160,998 (138,494); West Germany, 40,640 (46,668); Italy, 5,487 (5,611); Sweden, 5,442 (6,038); France, 3,501 (2,463), and UK, 1,944 (3,098).

Registrations by country of origin for the first three months of 1980, with year-earlier figures in parentheses, were: Japan, 463,419 (321,209); West Germany, 108,991 (121,277); Sweden, 15,438 (15,601); Italy, 11,821 (13,548); France, 8,596 (5,638); UK, 5,134 (7,158), and others, 0 (1).

• Registrations of imported trucks in March were up 15.19 percent to 48,771, compared with 42,338 a year earlier.

Registrations of imported trucks in February, with year-earlier figures in parentheses, were: Toyota, 12,573 (10,643); Datsun, 9,639 (8,458); LUV, 8,181 (8,139); Courier, 7,244 (8,124), and others, 11,134 (6,974).

The truck import total for the first quarter of 1980 was 135,862, up 27.68 percent from 106,406 last year.

Registrations of imported trucks in the first quarter, with year-earlier figures in parentheses, were: Toyota, 35,407 (23,401); Datsun, 27,374 (20,979); LUV, 23,948 (25,682); Courier, 20,468 (20,646), and others, 28,665 (16,058).

IMPORT REGISTRATION SHARES IN U. S.

	MARCH					THREE MONTHS				
	Regis., Mar., 1980	Percent Share of Market	Regis., Mar., 1979	Percent Share of Market	Pct. Pt. Change '80 vs. '79	Regis., 3 mos., 1980	Percent Share of Market	Regis., 3 mos., 1979	Percent Share of Market	Pct. Pt. Change '80 vs. '79
Toyota	51,669	23.70	36,355	17.97	+ 5.73	146,229	23.84	84,643	17.47	+ 6.37
Datsun	45,354	20.80	35,695	17.64	+ 3.16	127,473	20.78	82,421	17.01	+ 3.77
Honda	28,354	13.01	32,680	16.15	— 3.14	82,155	13.39	76,510	15.79	— 2.40
Volkswagen	21,169	9.71	28,150	13.91	— 4.20	55,623	9.07	72,877	15.05	— 5.98
Mazda	11,605	5.32	11,184	5.53	— 0.21	37,130	6.05	25,301	5.22	+ 0.83
Subaru	9,000	4.13	9,316	4.60	— 0.47	28,108	4.58	21,210	4.38	+ 0.20
Fiesta	6,763	3.10	6,541	3.23	— 0.13	19,201	3.13	15,869	3.28	— 0.15
Arrow	6,448	2.96	.....	.....	.....	18,215	2.97	.....	.....	.....
Colt	6,220	2.85	5,018	2.48	+ 0.37	18,089	2.95	.....	.....	.....
Fiat	4,921	2.26	5,047	2.49	— 0.23	12,872	2.10	11,679	2.41	— 0.31
Volvo	.....	.....	4,536	2.24	.....	.....	.....	11,966	2.47	.....
								11,905	2.46	.....
All Others	26,509	12.16	27,851	13.76	— 1.60	68,304	11.14	70,051	14.46	— 3.32
TOTAL	218,012		202,373			613,399		484,432		
Share of U.S. Total		27.32		22.17	+ 5.15		27.31		19.94	+ 7.37

Registrations not available for Oklahoma, delayed for Kansas and Hawaii.

AMC expands Jeep rebate, adds Concord to list

SOUTHFIELD, Mich.—Fighting a generally declining market which has even begun affecting imports, American Motors has increased rebates on its Jeep models and has added Concord to the rebate list.

The new consumer rebates, featured in the "Great American Freedom Sale," became effective June 10. They range from $200 to $1,000.

Rebates include:

1. $1,000 on Jeep Cherokee, Wagoneer and Wagoneer Limited models.

2. $500 on all Jeep pickups.

3. $200 on AMC Concord cars which don't have factory-installed air conditioning. The sale already provides a $261 reduction in the list price of factory-installed air on Concord and Eagle models.

The Freedom Sale also includes previously announced special prices and rebates:

1. AMC Spirits equipped with factory air offer six-cylinder engines and automatic transmission combinations at $231, a 50 percent reduction in the regular sticker price.

2. Renault Le Car equipped with the Black Beauty trim option carries a $500 rebate.

3. And there's a $500 rebate on Jeep CJ-5 and CJ-7 models equipped with Renegade, Golden Hawk, Golden Eagle or Laredo packages.

The Freedom Sale began May 19 and runs through July 4.

'Don't put drinks on the Seville'

ALMA, Mich. — Mike Pung needed "something unique" to drum up business for his Mike Pung Motor Sales, a Cadillac-Oldsmobile-Pontiac-GMC truck outlet here that had fallen on tough times.

So, Pung threw a party in his home, with food and cocktails and a very special guest of honor—a 1980 Cadillac Seville, conspicuously displayed in the middle of his living room. The floor had been reinforced so that the car, driven in through sliding glass doors, would not go crashing to the basement. Over 200 guests attended and Pung reports that he even sold a few cars.

Gallogly, Wingate to address Automotive News World Congress

Both are experts, but fields differ

Myron W. Gallogly, representing the Transportation Research Center of Ohio, and Robert Wingate, president of Wingate Classics, San Dimas, Calif., will be speakers at special-interest sessions at the fifth annual Automotive News World Congress.

The 1980 World Congress, scheduled for July 27-30 at the Hyatt Regency in Dearborn, will present 34 automotive experts to its nearly 600 registrants. Thomas A. Murphy, chairman of General Motors, is this year's keynote speaker.

Gallogly, as deputy director of the Transportation Research Center of Ohio, is responsible for all management functions of the research, development and technology facility which is affiliated with Ohio State University's College of Engineering.

Before joining Transportation Research Center, Gallogly was associate director, then co-director, of Transplex/OSU. He has also been director of an Ohio State University facility conducting transportation research for engineering students in the state.

Gallogly holds undergraduate and graduate degrees in mechanical engineering plus an MBA from Ohio State University. He is currently a member of the safety committee of the SAE Passenger Car Activity Group.

Wingate, who bills himself as "world's largest vintage Chevrolet dealer," loves cars, especially old Chevrolets. His first car was a 1941 Chevrolet, purchased when he was a high school student.

He took a job as a lot boy in a local Chevrolet dealership to help support his new habit, and worked his way up to sales manager. He became involved in specialty-car clubs and progressed to the point where he could open his own dealership, in San Dimas, Calif.

Wingate said he has sold more than 3,000 vintage or special interest cars. He is expanding by establishing dealerships in Canada, Europe and other parts of the U. S.

Wingate also specializes in older car appraisals and photography, offers brokerage services for cars of all types and has rentals.

Registrations are currently being taken for the fifth annual World Congress. The fee is $395 and includes admission to all 34 sessions, three dinners, two lunches and scheduled cocktail receptions. A workbook is also included. A special registration group rate of $325 per person is available when several persons from a single company sign up together and one pays full fee.

Sunday afternoon, July 27, prior to dinner, Modern Talking Picture Service, Inc., Chicago, will screen a number of unusual and interesting films produced by the major car makers and suppliers. Early Bird Cinemas run from 2 to 5 p.m.

For registration assistance or further information, contact Cynthia Radom, director of special projects, Automotive News, 965 East Jefferson, Detroit, Mich. 48207, telephone (313) 567-9520.

Myron Gallogly

Robert Wingate

Pontiac merges K.C. and Omaha as Midwest zone

PONTIAC. — Pontiac has merged its Kansas City and Omaha zones into a new sales area that will be called the Midwest zone.

Kenneth S. Dady

The Midwest zone will be comprised of dealers in Iowa, Nebraska, Kansas and Missouri. Headquarters will be in Kansas City.

Kenneth S. Dady, former Omaha zone manager, has been named manager of the Midwest zone. Orval K. (Zam) Zamzow, Kansas City zone manager, is retiring after 34 years with Pontiac.

Dady joined Pontiac in 1963 and served in Washington, Memphis, Charlotte and Atlanta before becoming national business management manager in 1974. He was appointed Omaha zone manager in 1976.

Diesels Systems unit formed by Stanadyne

WINDSOR, Conn.—Stanadyne Diesel Systems, a new unit of Stanadyne, Inc., has been created to unify diesel equipment manufacturing operations in Connecticut and North Carolina, as well as at the company's research facility here.

Heading the combined units is Gene Brady, designated group vice president. He joined Stanadyne earlier this year after serving as general manager of Chrysler Corp.'s New Process Gear Division in Syracuse.

Automotive News World Congress

Please register us for the 5th Annual Automotive News World Congress, July 27-30, 1980, at the Hyatt-Regency Hotel, Dearborn, Michigan.

( ) Payment enclosed. ( ) Bill me. ( ) Bill my company.

Name_____

Title_____

Company_____

Street_____ Phone_____ (Area Code)

City_____ State_____ Zip_____

Additional registrants:

Name_____ Title_____

Name_____ Title_____

(Please make check payable to Automotive News World Congress and mail to Automotive News, 965 E. Jefferson, Detroit, Mi. 48207, or call (313) 567-9520.)

( ) I'd like a reservation form for the Hyatt-Regency Hotel.

AN '80

New-car supply at record high for June count

Continued from Page 1

mediates were in 98½-day supply, compared with 87 days May 1.

The June 1 inventory was divided this way among the size classes: Subcompact, 17.12 percent; compact, 27.02 percent; intermediate, 32.90 percent; standard, 17.32 percent, and luxury, 5.64 percent.

A month earlier, the inventory was divided as follows: Subcompact, 15.34 percent; compact, 25.37 percent; intermediate, 33.45 percent; standard, 19.61 percent, and luxury, 6.23 percent.

• The June 1 days-supply figures by market class were:

Subcompact—Rabbit, 40; Chevette, 52; Monza, 58; Starfire, 72; Sunbird, 73½; Skyhawk, 75; Spirit, 89; Pinto, 100; Omni, 119; Horizon, 121; and Bobcat, 122.

Compact—Skylark, 29; Omega, 38; Citation, 41½; Phoenix, 47½; Pacer, 70; Fairmont, 75; Concord, 77; Capri, 84; Mustang, 85; Zephyr, 86; Camaro, 89; Firebird, 93; Volare, 147; Aspen, 152, and Eagle 226.

Intermediate—Cutlass, 60; LTD II, 60; Century, 65; Supreme, 76; Malibu, 88; Monarch, 91; Regal, 94; LeMans, 104; Granada, 114; Monte Carlo, 124; Grand Prix, 130; Cougar XR-7, 134; Thunderbird, 138; LeBaron, 142; Diplomat, 148; Mirada, 168, and Cordoba, 170.

Standard—Grand Fury, 58; Olds 88, 71; Mercury, 77; Olds 98, 79; Ford, 81; St. Regis, 85; LeSabre, 103; Chevrolet, 107½; Electra, 108; Pontiac, 109½, and Chrysler, 124.

Luxury—Corvette, 56; Eldorado, 59; Cadillac, 74; Lincoln, 79; Toronado, 81; Seville, 82; Mark VI, 87; Riviera, 95, and Versailles, 105.

NEW-CAR STOCK

New-car days-supply figures, U.S. makes:

	June 1, 1980	May 1, 1980	June 1, 1979
Spirit	89	69	59
Concord	77	57	51½
Eagle	226	152	—
Pacer	70	125	145½
AMERICAN MTRS.	100	77	59
Horizon	121	90½	26
Volare	147	150	72
Gran Fury	58	59½	58½
Plymouth	125	141	55
LeBaron	143	101½	90
Cordoba	170	165	207
Chrysler	124	178	117
Chrysler	147	135	119
Omni	119	92	26
Aspen	152	178	86
Diplomat	148	127	116
Mirada	168	139½	187
St. Regis	85	80	97
Dodge	135	122	79
CHRYSLER CORP.	134	121	80
Pinto	100	110	47
Mustang	85	88	48
Fairmont	75	60	63
Granada	114	123	77
Thunderbird	138	159	155
Ford	81	100	110
Ford	94	93	76
Bobcat	122	100	57
Capri	84	87	41
Zephyr	86	63	85
Monarch	91	102	91
Cougar XR-7	134	150	145
Mercury	77	96	132
Mercury	94	92	96
Versailles	105	96	164
Lincoln	79	94	105
Mark VI	87	97	155
Lincoln	87	94½	134
FORD MOTOR CO.	94	93	83
Skyhawk	75	77	37
Skylark	29	23½	15
Century	65	54	58
Regal	94	81	54
LeSabre	103	104	93
Electra	108	120	145
Riviera	95	93½	38
Buick	73	67	62
Seville	82	88	99½
Cadillac	74	93	85
Eldorado	59	63	55½
Cadillac	72	85	80
Chevette	52	37	19
Monza	58	48	24½
Citation	41½	34	22
Camaro	89	94	36½
Malibu	88	79	69
Monte Carlo	124	125	117
Chevrolet	107½	127	121
Corvette	56	53	30
Chevrolet	72½	66½	59
Starfire	72	67	20
Omega	38	28	16
Cutlass	60	45	49
Supreme	76	61½	49
Olds 88	71	77	52½
Olds 98	79	87	69
Toronado	81	81	37
Oldsmobile	67	58	48
Sunbird	73½	35	18
Phoenix	47½	26	13
Firebird	93	97	27
LeMans	104	85½	60
Grand Prix	130	101	84
Pontiac	109½	104	106
Pontiac	93	72	55
GENERAL MOTORS	74	66½	58
VOLKSWAGEN	40	28	21
TOTAL CARS, U.S.	83	76	66

But build of 131,869 remains 20 pct. below '79 level

Week's auto output increases 7 pct.

By Michele Raquepau
Staff Writer

Auto production by U. S. makers last week of 131,869 rose 7.59 percent over the previous week's 122,561, but declined 20.20 percent from the 186,252 cars built in the comparable 1979 week.

Year-to-date auto output of 3,158,822 is a drop of 29.95 percent from the 4,509,475 units assembled by this time in 1979.

General Motors, which built 82,447 autos last week and has 64.50 percent of year-to-date production, will have three auto assembly plants down next week.

GM's Buick Flint point (Century, Regal) and the companion Fisher Body plant will be closed for one week beginning today (June 16), idling 2,150 workers temporarily.

GM's Linden plant (Riviera, Toronado, Eldorado, Seville) will also be down for one week beginning today, leaving 4,000 workers on temporary layoff. The number of GM workers on indefinite layoff totals 137,000.

Ford Motor Co. assembled 29,510 units last week, and has 19.95 percent of the year's output.

This week, passenger car operations at Ford's Lorain (Cougar XR-7, Thunderbird), Louisville (Ford), and Wixom (Lincoln, Mark VI) plants will remain down for the third week in a row.

Louisville and Lorain are planning to resume work today and Wixom will reopen on June 30.

All Chrysler Corp. assembly plants are scheduled to work this week except Jefferson and Newark, which are being converted for production of the Plymouth Reliant and Dodge Aries and are expected to reopen in mid-August.

Chrysler assembled 11,730 autos last week and has 9.82 percent of the year-to-date total. Chrysler's Lynch Road plant was down last week to balance dealer inventories.

American Motors' Kenosha plant, which produced 3,726 cars last week, will be down this week. AMC has 2.66 percent of year-to-date production.

Volkswagen of America, which had been working considerable overtime in previous weeks, is working a regular schedule this week. VWoA built 4,375 Rabbits last week and has 3.02 percent of the year's total.

Checker Motors assembled 81 units last week, and has 0.05 percent of year-to-date production.

Truck production for year trails '79 by 57 pct.

U. S. truck production last week of 17,313 fell 24.91 percent from the previous week's 23,057 and dropped 76.60 percent from the 73,990 units built in the comparable 1979 week.

Year-to-date truck output of 777,648 is a 57.72 percent decline from the 1,839,252 assembled by this date in 1979.

All Chrysler Corp. truck assembly plants are scheduled to work regular hours this week. Chrysler built 3,700 trucks last week and has 9.30 percent of year-to-date production.

General Motors will have three truck assembly plants down this week. GM's Janesville point, and the Lordstown van line will be down for the second of two weeks. GMC in Pontiac will also be down for one week beginning today (June 16).

Chevrolet built 4,515 units last week and has 31.09 percent of the year's production, and GMC produced 2,912 trucks, and has 10.48 percent of year-to-date output.

All Ford Motor Co. truck assembly plants were down last week and San Jose will be down this week. Ford has 34.65 percent of the year's total.

The year-to-date production breakdown for the other truck makers is: International, 2.43 percent; Mack, 1.61 percent; White, 0.48 percent; Jeep, 5.11 percent; AM Corp., 0.55 percent; miscellaneous truck makers, 2.57 percent, and Volkswagen of America, 1.73 percent.

Canada marks weekly gains in car, truck output

Both car and truck production in Canada last week rose over the previous week but still trailed year-ago figures.

Auto production last week of 20,824 increased 24.86 percent over the previous week's 16,678, but fell 10.71 percent from the 23,321 assembled in the comparable 1979 week.

Year-to-date car output of 413,810 is a 22.17 percent decline from the 531,686 units built by this date in 1979.

Last week, truck production of 11,587 rose 8.38 percent over the previous week's 10,691, but dropped 18.94 percent from the 14,294 of the comparable 1979 week.

So far this year, 262,078 trucks have been assembled, a decline of 29.05 percent from the 369,377 units built by this date in 1979.

All General Motors car and truck assembly plants are working regular schedules this week. GM, which built 11,920 autos last week, has 60.74 percent of year-to-date production.

Ford Motor Co.'s Windsor engine plant will be down this week. Ford's Oakville and St. Thomas assembly plants will work regular hours.

Last week, Ford assembled 6,319 units, and has 30.24 percent of the year's total.

Volvo built 225 autos last week, and has 1.22 percent of year-to-date output.

Chrysler Corp. produced 2,360 cars last week, and has 7.80 percent of the year's auto production.

U. S. CAR PRODUCTION

	Week Ended June 14, 1980	Same Week 1979	Week Ended June 7, 1980	June to Date	Jan. 1, to June 16, 1979	Jan. 1, to June 14, 1980
AMERICAN MOTORS	3,726*	4,650*	2,978*	6,704*	72,615*	84,157
Eagle	.....	.....	.....	.....	.....	.....
Concord	.....	.....	.....	.....	.....	.....
'78 AMX	.....	.....	.....	.....	.....	.....
Pacer	.....	.....	.....	.....	.....	.....
Spirit	.....	.....	.....	.....	.....	.....
CHRYSLER CORP.	11,730	24,776	10,238	21,968	470,798	310,261
Plymouth Total	5,050	9,856	4,256	9,306	189,177	141,332
Horizon	3,350	3,505	3,303	6,653	80,069	75,619
Volare	750	6,025	642	1,392	104,809	50,757
'80 Gran Fury	650	.....	.....	650	.....	11,205
Caravelle	300	326	311	611	4,299	3,751
Chrysler Total	2,450	5,755	1,727	4,177	98,880	42,046
Chrysler	550	2,570	.....	550	42,462	9,643
LeBaron	1,900	3,185	1,727	3,627	56,418	32,403
Dodge Total	4,230	9,165	4,255	8,485	182,741	126,883
Omni	2,750	3,217	2,817	5,567	71,659	66,248
St. Regis	280	703	.....	280	15,617	8,778
Diplomat	850	1,384	936	1,786	25,958	15,460
Aspen	350	3,861	502	852	69,507	36,397
FORD MOTOR	29,510	35,567	20,287	49,797	1,151,247	630,143
Ford Division	23,523	26,869	16,315	39,838	734,990	464,468
Pinto	3,569	4,601	3,761	7,330	90,217	52,131
Mustang II/Mustang	5,104	7,333	4,238	9,342	184,847	125,729
Fairmont	7,020	5,877	2,653	9,673	92,480	132,649
Granada	3,828	1,226	3,665	7,493	80,489	42,674
LTD II	.....	812	.....	.....	22,100	.....
Thunderbird	2,002	6,502	1,938	4,000	165,807	68,035
Ford	2,000	518	.....	2,000	99,050	43,250
L-M Division	5,987	8,698	3,972	9,959	416,257	165,675
Mercury Total	5,987	8,698	3,972	9,959	319,991	149,784
Bobcat	443	1,225	274	717	24,093	9,975
Capri	1,574	2,248	1,298	2,872	54,869	36,409
Zephyr	1,668	1,375	1,157	2,825	33,984	42,030
Monarch	1,022	263	1,243	2,265	40,308	14,197
Cougar/XR7	.....	3,587	.....	.....	102,324	21,955
Mercury	1,280	.....	.....	1,280	64,413	25,218
Lincoln Total	.....	.....	.....	.....	96,266	15,891
Lincoln	.....	.....	.....	.....	48,191	5,880
Versailles	.....	.....	.....	.....	8,607	1,861
Mark VI	.....	.....	.....	.....	39,468	8,150
GENERAL MOTORS	82,447	119,852	84,272	166,719	2,735,542	2,037,314
Buick Division	16,646	17,858	15,943	32,589	408,121	404,609
Skyhawk	.....	579	.....	.....	11,757	.....
Skylark/'79-'80	5,126	2,274	4,720	9,846	34,011	109,446
Century	3,690	1,207	3,528	7,218	26,952	88,732
Regal	4,475	6,588	4,619	9,094	142,176	106,214
Buick	2,200	5,770	1,922	4,122	158,657	75,908
Riviera	1,155	1,440	1,154	2,309	34,568	24,309
Cadillac Division	3,841	8,125	3,825	7,666	211,386	103,336
Seville	410	971	418	828	26,936	17,904
Cadillac	2,141	5,395	2,123	4,264	140,171	58,344
Eldorado	1,290	1,750	1,284	2,574	44,279	27,088
Chevrolet Division	34,845	51,619	36,956	71,801	1,153,943	853,329
Chevette	9,605	10,412	9,448	19,053	188,539	214,943
Monza	4,155	3,429	3,913	8,068	74,044	81,421
Camaro	2,540	6,060	2,475	5,015	145,296	63,436
Nova/Citation	9,175	6,386	9,983	19,158	104,114	225,249
Malibu	4,970	8,618	6,657	11,627	206,444	129,836
Monte Carlo	1,200	4,245	1,307	2,507	130,666	53,951
Chevrolet	2,400	11,472	2,382	4,782	281,925	63,369
Corvette	800	997	791	1,591	22,915	21,124
Oldsmobile Division	15,324	24,803	15,730	31,054	566,389	393,480
Starfire	.....	438	.....	.....	10,115	.....
Omega/'79-'80	2,674	813	1,305	3,979	16,533	57,594
Cutlass	7,825	13,209	9,704	17,529	278,345	194,377
Oldsmobile	4,000	9,065	4,059	8,059	227,968	121,038
Toronado	825	1,278	662	1,487	33,428	20,471
Pontiac Division	11,791	17,447	11,818	23,609	395,703	282,560
Acadian†	410	595	416	826	9,910	12,488
Sunbird	3,027	2,240	3,060	6,087	48,223	71,900
Phoenix/'79-'80	2,851	2,008	3,094	5,945	29,691	65,471
Firebird	1,540	4,438	1,536	3,076	109,067	41,952
LeMans	2,373	1,991	2,149	4,522	50,599	29,606
Grand Prix	1,590	2,319	1,563	3,153	52,848	28,515
Pontiac	.....	3,856	.....	.....	95,365	32,628
VOLKSWAGEN	4,375	1,297	4,700	9,075	77,110	95,373
CHECKER	81*	110	86	167	2,163	1,574
Total Cars, N. S.	131,869	186,252	122,561	254,430	4,509,475	3,158,822

CANADIAN CAR PRODUCTION

	Week Ended June 14, 1980	Same Week 1979	Week Ended June 7, 1980	June to Date	Jan. 1, to June 16, 1979	Jan. 1, to June 14, 1980
CHRYSLER CORP.	2,360	4,343	2,172	4,532	69,714	32,281
FORD MOTOR	6,319	5,438	6,618	12,937	161,607	125,124
GENERAL MOTORS	11,920	13,360	7,888	19,808	296,157	251,377
VOLVO	225	180	.....	225	4,208	5,028
Total Cars, Canada	20,824	23,321	16,678	37,502	531,686	413,810
N. American Cars	152,693	209,573	139,239	291,932	5,041,161	3,572,632
N. American Trucks	28,900	88,284	33,748	62,650	2,208,629	1,039,726
North American Cars and Trucks	181,593	297,857	172,987	354,582	7,249,790	4,612,358

†—All Acadians and Caravelles are built for sale in Canada. *—Estimated.

TRUCK PRODUCTION IN U. S.†

	Week Ended June 14, 1980	Same Week 1979	Week Ended June 7, 1980	June to Date	Jan. 1, to June 16, 1979	Jan. 1, to June 14, 1980
CHEVROLET	4,515	20,650	5,842	10,357	568,623	241,774
DODGE/PLYMOUTH	3,700	8,114	3,739	7,439	230,191	72,330
FORD	.....	28,022	3,142	3,142	656,847	269,478
GMC	2,912	8,218	3,201	6,113	174,118	81,475
INTERNATIONAL	2,485	3,338	2,437	4,922	71,279	18,878
MACK	450	785	424	874	17,977	12,490
WHITE	174*	241	175	349	6,241	3,708
JEEP	1,428*	3,300*	2,500*	3,928	81,546*	39,761
AM CORP.	143*	472*	284*	427	12,010*	4,281
VOLKSWAGEN	625	.....	663	1,288	.....	13,462
MISCELLANEOUS	881*	850	650	1,531	20,420	20,011
Total Trucks, U. S.	17,313	73,990	23,057	40,370	1,839,252	777,648

CANADIAN TRUCK PRODUCTION

	Week Ended June 14, 1980	Same Week 1979	Week Ended June 7, 1980	June to Date	Jan. 1, to June 16, 1979	Jan. 1, to June 14, 1980
CHRYSLER CORP.	1,995	2,227	1,508	3,503	38,462	20,835
FORD MOTOR	4,242	4,223	3,822	8,064	136,567	92,189
GENERAL MOTORS	4,770	6,001	4,788	9,558	149,666	127,444
AMERICAN MOTORS	.....	1,216	.....	.....	30,477	11,644
INTERNATIONAL	475	474	476	951	10,405	7,264
MACK	40	76	32	72	1,814	1,191
WHITE	65*	77	65	130	1,986	1,511
Total Trucks, Canada	11,587	14,294	10,691	22,280	309,377	262,078
N. American Trucks	28,900	88,284	33,748	62,650	2,208,629	1,039,726

**—Revised. †—Now includes van production.
Jeep includes commercial vehicles only. AM General includes government-destined vehicles.

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Automotive News

Detroit, June 23, 1980

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GM white paper proposes easier auto regulations

By Helen Kahn
Washington Bureau Chief

WASHINGTON. — General Motors has sent to the White House and to some members of Congress a "wish book" of tremendous proportions in its bid for government help out of the industry's current depression.

It includes 14 changes in EPA current regulations and 10 regulations that GM feels should be modified, eliminated or postponed. There are seven changes in existing safety standards and a hold, withdrawal or change in 14 pending NHTSA requirements for safety and fuel-economy regulations.

In addition, GM makes two specific recommendations for changes in depreciating machinery and equipment and allowing immediate expensing for special tools — administrative actions which the Treasury Department could make.

Further recommendations involve the Occupational Safety and Health Administration workplace requirements for lead and noise and letting crude oil and petroleum product prices become decontrolled — certainly before stiff gas taxes or gas rationing occurs.

All told, says GM, the cumulative effect of the proposals would save "consumers and taxpayers billions of dollars," presumably because it would save billions for GM, a considerable and growing part of the national economy. GM insists it has supported — and still does support—regulations with "demonstrable health or safety need not met in the marketplace."

Although many of the GM positions are clearly known—because of filings in the legal dockets at EPA and NHTSA—others have elements of surprise.

For example, GM has long maintained that while air bags work, they provide no better protection than belts. But a particular reason now cited for three possible options to the current standard is that the large 1982 cars first affected by the passive - restraint requirement "will be at a competitive disadvantage" with most imports which because they are smaller will have a year or two extra time to phase in passives.

It was Ralph Nader, after all, who felt so strongly he took NHTSA chief Joan Claybrook to court because he thought the smaller cars with their weight disadvantage in large car/small car crashes needed protection first. Of course, Nader was talking safety and airbags and GM is talking trade and passive restraints—both airbags and automatic belts.

• GM's first suggestion for the passive-restraint standard is to eliminate it entirely—a savings to GM of $300 million and to buyers of GM cars of $700 million each year.

The second and less desirable alternative is to provide customers an option of restraint systems (presumably this means, active belts, passive belts, or air bags—the position taken by Rep. David Stockman, Michigan Republican, now pending in a Senate-House Conference Committee) and thus save GM $195 million and GM car buyers an esti-

Continued on Page 52, Col. 1

'82 Camaro caught

J. Dunne

First complete re-do in 10 years

The 1982 Chevrolet Camaro, as this unofficial photo shows, will distinctly resemble the current model, but it will be shortened by about 18 inches and reduced by 600 to 700 pounds. It will be similar to the X-cars in size and to the current Monza in weight. The Pontiac-built four-cylinder engine will be standard, with V-6 and V-8 optional. Dual rectangular headlights are offered for first time.

K-cars to roll 2 weeks early

SAN DIEGO.—Chrysler Corp. will begin assembly of its new K-cars two weeks earlier than previously scheduled, according to Lee Iacocca, chairman.

The original assembly start dates of Aug. 12 at the Detroit Jefferson plant and Aug. 29 for the Newark (Del.) plant have been moved up to July 29 at Jefferson and Aug. 15 at Newark.

Iacocca told a luncheon meeting of the San Diego Advertising Club that the new production plan will enable Chrysler to build nearly 30,000 more K-cars in the second half of this year. "We'll assemble a total of 180,000 K-cars by the end of December," he said.

"The introduction of the K-cars represents a major step in meeting the Japanese challenge. When added to the front-wheel-drive models we already produce, Reliant and Aries will give Chrysler the capability to market nearly one million front-wheel-drive small cars a year."

Iacocca said 80 percent of the cars Chrysler will market starting in four months will be powered by four - cylinder engines and front-wheel-drive.

• Iacocca said the first 1,000 K-cars that come off the assembly line will be road-tested before shipment to customers. "We're not taking any chances when it

Continued on Page 50, Col. 1

Ford Escort engines rolling after test-run of 5,000 units

By Robert W. Irvin
Editor-at-Large

Ford Motor Co. began producing its new hemi-head mini-car engines again last week after a unique startup program in which the first 5,000 engines off the line were torn down for a piece-by-piece inspection.

"We did this because we're out to beat the Japanese in quality right now," said Joe Macura, Ford's engine project manager in this country for the new powerplant.

These are the 1.3 and 1.6-liter four cylinder engines for the new Ford Escort and Mercury Lynx, to be introduced in October. They are being built at the Rouge plant complex in Dearborn; the firm spent $700 million on the new engine project.

"We want this engine to be the very best we've ever built," Macura said. "So this tear down and training program was one of the trick ideas we put in place. We've never done it before.

"We used to just go into production with an engine. We would build what we called white engines and green engines and finally the blue (production) engines. But the white and green engines were a very limited sample, about 200 of each. We put them in cars and drove them."

But with the new engine, he said, "we started Job One about April 1 and built about 5,000 in the next two months. Then we stopped and tore them all down. We tore every one down in the last few weeks to see what our problems were, what were the sensitive areas in manufacturing."

In one case, they found the connecting rods needed a little more clearance for best lubrication. "Little things like that can make a big difference over the life of an engine," Macura said.

"So we did some fine tuning of equipment to correct these things we thought could cause problems," he said. The engine plant workers did the tear downs and in the process got invaluable training in the engine assembly operations.

• The parts that survived the inspection "were put back into the hopper and will be put on other engines — the ones that didn't were thrown out," he said.

All this work was finished last week and on Thursday the plant went back in production, the real start of production.

In the meantime, some of the prototype engines are still undergoing the 50,000-mile durability test required for emission certification by the EPA.

"The 1.6-liter engine has completed the 50,000-mile test and the 1.3-liter engine will be done July 2," Macura said. Then Ford will run several more cars through the 4,000 mile short test also required by EPA.

He admitted two of the eight certification cars didn't finish for one reason or another, but wouldn't explain why. He denied rumors the firm had some problems with the timing belt and engine noise.

Macura said "the timing belt is the same design" as is now used on the firm's 2.3-liter four in the Pinto-Bobcat cars. But he said the new belt "is 3.4 mm. wider, is made of the same material, the loads on it should be less and it should last longer than the 100,000 miles we expect on the 2.3 engine."

As a matter of fact, Macura said "we are running a total of 12 engines to destruction. We have already worn the cars out.

Continued on Page 50, Col. 4

breaking news

GM may phase out Cadillac plant

DETROIT. — General Motors is studying a plan to replace Cadillac Division's 60-year-old Clark St. assembly plant here with a General Motors Assembly Division facility to be built in Detroit. Assembly of Cadillacs by GMAD at the "home" plant would further integrate that division into GM. GM declined comment. GM currently builds Seville and Eldorado at the Linden (N. J.) GMAD plant and standard Cadillacs at Detroit. Seville output at Southgate (Calif.) has ended.

Rebates reach $1,000 on Triumphs, MGs

LEONIA, N. J.—A rebate plan, offering $1,000 on Triumph TR-7s, $750 on MG-Bs and $500 on Triumph Spitfires has been announced by Jaguar Rover Triumph, Inc. This is the first-ever rebate plan for JRT and covers all model years and derivatives except the soon-to-be-announced TR-7 Spider. The company will spend over $2 million in a nationwide advertising campaign to back up the program.

See BREAKING NEWS, Page 55, Col. 1

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truck industry news

4-month totals down in 7 groups

Registrations in April sink to five-year low

April registrations of new trucks of all types in the U. S. were the lowest for that month in five years, and the four-month totals were down from a year ago in seven of the eight weight classifications.

R. L. Polk & Co. reported that 220,595 trucks were registered

Table on Page 32.

in April, a decline of 29.9 percent from last year's 310,364 units. It was the lowest for the month since 1975 when count was 176,786.

For the first four months, registrations were down 25.6 percent, from 1,184,771 units a year ago to 881,327. Group 7 was the only one of the eight to show an increase over 1979, and the gain was spectacular.

Because of the steady growth in the switch from gasoline to the more fuel-efficient but heavier diesel engines among medium-truck operators, the number of Group 6 mediums being registered is declining and the number of Group 7 light-heavy units is rising.

Through April, registrations of Group 7 trucks were up 87.3 percent over a year ago, from 14,969 units to 28,044. The Group 6 count, on the other hand, was down 56.2 percent to 19,831 units, compared with 45,237 in 1979.

Group 1 tallies, which have been on the rise with the increase in sales of the compact Japanese - built pickups, were down 6.1 percent for the January-April period.

The downturn reflects the continued depression in domestic light-truck sales and a leveling off in deliveries of the Japanese units because of tighter credit and the slumping economy. In

Continued on Page 30, Col. 4

GMC now is No. 2 in registrations of heavy trucks

GMC moved from third to second place ahead of International in four-month registrations of new heavy trucks in the U. S., according to R. L. Polk & Co. statistics.

International, the perennial leader in Groups 7 and 8 tallies, dropped into second place behind Ford in February. International's slump is due to a shortage of products resulting from the six-month UAW strike.

Heavy-truck registrations through April totaled 68,992 units, 375 higher than the 68,617 tallied in the comparable four-month period a year ago.

For April, however, Groups 7

Continued on Page 30, Col. 4

U. S. TRUCK REGISTRATIONS

FOUR MONTHS, 1980 VS. 1979★

Based on R. L. Polk & Co. statistical report

	4 mos., 1980	Percent Share of '80 market	4 mos., 1979	Percent Share of '79 Market	Pct. pt. Change, '80-'79
Ford	280,508	31.83	387,514	32.71	− 0.88
Chevrolet	269,208	30.55	384,492	32.45	− 1.90
Dodge	78,367	8.89	124,786	10.53	− 1.64
GMC	66,644	7.56	91,146	7.69	− 0.13
Jeep	29,894	3.39	50,802	4.29	− 0.90
International	20,996	2.38	36,536	3.08	− 0.70
Plymouth*	10,660	1.21	6,680	0.56	+ 0.65
Mack	7,718	0.88	9,794	0.83	+ 0.05
Kenworth	4,431	0.50	4,809	0.41	+ 0.09
Freightliner	4,297	0.49	4,285	0.36	+ 0.13
Peterbilt	2,811	0.32	3,227	0.27	+ 0.05
White	1,836	0.21	3,536	0.30	− 0.09
Autocar	654	0.07	663	0.06	+ 0.01
Western Star	402	0.05	365	0.03	+ 0.02
Volvo	244	0.03	204	0.03	.....
Diamond Reo	28	.....	.....	.....	.....
Miscellaneous**	102,629	11.64	75,932	6.40	+ 5.24
TOTALS	881,327	100.00	1,184,771	100.00	.....

★—No registrations for Oklahoma, 1980 and 1979; Hawaii, January-April, 1980.

NOTE: 1980 figures include window vans, 1979 totals do not.

U. S. HEAVY DUTY REGISTRATIONS

FOUR MONTHS, 1980 VS. 1979★

Based on R. L. Polk & Co. statistical report

	4 mos., 1980	Percent Share of '80 market	4 mos., 1979	Percent Share of '79 Market	Pct. pt. Change, '80-'79
Ford	16,618	24.09	12,304	17.93	+ 6.16
GMC	11,300	16.38	6,100	8.89	+ 7.49
International	11,202	16.24	20,233	29.49	−13.25
Mack	7,651	11.09	9,794	14.27	− 3.18
Chevrolet	6,351	9.21	2,113	3.08	+ 6.13
Kenworth	4,431	6.42	4,809	7.01	− 0.59
Freightliner	4,297	6.23	4,285	6.25	− 0.02
Peterbilt	2,811	4.08	3,227	4.70	− 0.62
White	1,836	2.66	3,536	5.15	− 2.49
Autocar	654	0.95	563	0.97	− 0.02
Western Star	402	0.58	365	0.53	+ 0.05
Volvo	244	0.34	204	0.30	+ 0.04
Diamond Reo	28	0.04	.....	.....	+ 0.04
Miscellaneous	1,167	1.69	982	1.43	+ 0.26
TOTALS	68,992	100.00	68,617	100.00	.....

★—Groups 7 and 8 trucks only; no registrations for Oklahoma, 1980 and 1979; Hawaii, January-April, 1980.

Registration overseas

BRAZIL
Cars

	1979	1978
Chrysler	12,339	14,004
Fiat	103,993	95,188
Ford	131,099	125,001
General Motors	154,548	154,334
Puma	3,320	3,345
Volkswagen	424,044	407,394
Total	829,765	799,811

MEXICO
Cars

	1979	1978
AMC	20,971	19,329
Chrysler	50,349	43,758
Ford	35,899	33,404
General Motors	25,908	22,846
Nissan	35,289	28,309
Renault	15,879	14,597
Volkswagen	82,608	64,329
Total	266,903	226,572

NIGERIA
Cars

	1979	1978
Nissan	3,244	7,036
Peugeot	34,317	24,961
Toyota	1,417	1,123
Volkswagen-Audi	19,143	24,448
Others	2,944	8,761
Total	61,065	66,329

SOUTH AFRICA
Cars

	1979	1978
Alfa Romeo	4,592	4,328
BL	3,570	8,162
BMW	8,271	7,027
Datsun	22,238	20,671
Fiat	6,803	7,286
Ford	32,781	35,976
General Motors	15,971	17,920
Mazda	28,434	17,773
Mercedes-Benz	7,433	9,292
PSA-Peugeot	19,572	23,213
Toyota	15,579	14,072
Volkswagen-A	44,754	36,721
Others	3,272	2,295
Total	213,270	204,736